IN THE SPECIFICATION:

Please amend the first full paragraph on page 2 beginning at line 6 as follows:

JP-A-09-118252 describes, at columns 0034 to 0039 and ~~Fig. 2~~ Fig. 29, a rear body structure shown in Fig. 18 illustrating a plan view of a principal portion of the rear body structure. In the rear body structure, a front backward crossmember 112 and a rear backward crossmember 113 extending in the width direction of the body are bridged between right and left rear side frames 111, and a central portion of the front rear crossmember 112 is connected to a rear end of a tunnel top reinforce 114 forming a closed cross section extending in a fore-and-aft direction together with a tunnel portion. Further, a pair of diagonal members 115 is disposed between the front backward crossmember 112 and the rear backward crossmember 113 by connecting the front ends of the diagonal members to a connecting portion of the front backward crossmember ~~113~~ 112 and the tunnel top reinforce 114 and connecting the rear ends of the diagonal members to the rear portion 111a of the side frame 111.

Please amend the paragraph bridging pages 2-3 beginning at line 22 on page 2 as follows:

According to the lower structure of a vehicle body shown in Fig. 16, the frontward crossmember 103 and the backward crossmember 104 extending in the width direction of the body are bridged between the right and left rear side frames 102, and therefore relative connecting stiffness between the right and left rear side frames 102 can not be sufficiently obtained. Hence, vibration or torsion of the vehicle body generated when the vehicle is running causes relative deformation of the right and left rear side frames 102 as shown in a virtual line of ~~Fig. 5~~ Fig. 16 to occasionally reduce drivability and driving stability.

Please amend the second full paragraph on page 8 beginning at line 10 as follows:

According to the preferred embodiment (1), since the structure to be equipped with a suspension is connected to the crossmember within the rear side frames, the structure can be formed in compact within the rear side frames to reduce ~~pace~~ the space occupied by the structure whereby freedom for body design is ensured.

Please amend the second full paragraph on page 12 beginning at line 4 as follows:

Fig. 1 is a perspective view showing schematically a first embodiment of the rear structure of vehicle body according to the present invention. In fig. 1, an arrow F represents a front of the body and an arrow W represents a ~~rear~~ width of the body.

Please amend the first full paragraph on page 13 beginning at line 6 as follows:

The rear side frame 1 is, as shown in Fig. 2 illustrating a section view taken along I-I line of Fig. 1, has a closed section view in the form of an approximate rectangle (hollow) which is formed from an inner panel 2 and an outer panel 3. The inner panel 2 extends in the fore-and-aft direction in the form of approximate "U" in section view and which has an upper surface 2b and a lower surface 2c bent outwardly in the width direction of the body along an inner surface 2a and its upper and lower edges, and the outer panel 3 is in the form of an approximate plane plate of which upper edge and lower edge are connected to each of flanges 2d, 2e formed by bending outwardly edges of an upper surface 2b and lower surface 2c of an inner panel 2. Further, the rear side frame 5 also has a closed section view in the form of an approximate rectangle (hollow) which extends in the fore-and-aft direction of the body and which is formed from an inner panel 6 bent and formed in the form of approximate "U" in section view having an inner surface 6a, an upper surface 6b and a lower surface 6c, and from the outer panel ~~3~~ 7 in the form of plane plate.

Please amend the first full paragraph on page 14 beginning at line 3 as follows:

Further, a first crossmember 21 is obliquely bridged between the right and left rear side frames 1 and 5. The first crossmember 21 has a front end 21a connected to one rear side frame 1 and a rear end 21b connected to the other rear side frame 5, and extends in the form of linear line in the rear direction of the body with moving from the rear side frame 1 to the rear side frame 5. The second crossmember 22 is also bridged between the right and left rear side frames 1 and 5. The second crossmember 22 has a front end 22a connected to the rear side frame 5 and a rear end 22b connected to the rear side frame 1, and extends in the form of linear line in the rear direction of the body with moving from the rear side frame 1 to the rear side frame 5 to intersect the first crossmember 21 at the middle position of the rear side frame 5.

Please amend the first full paragraph on page 16 beginning at line 4 as follows:

The upper bracket 26 has a crossmember connecting portion 26a in the form of circular in section view that is fitted to the upper surface of the front end 21a of the first ~~cross member~~ crossmember 21 from the upper side, a frame connecting portion 26b extending in the a fore-and-aft direction with overlapping a upper surface 2b of the inner panel 2 from the upper side, and a pair of flanges 26c extending from the front and rear ends of the frame connection portion 26b along both sides of the crossmember 26a, respectively. Further these crossmember connecting portion 26a, frame connecting portion 26b and flanges 26c are monolithically formed through a connecting portion 26d.

Please amend the paragraph bridging pages 16-17 beginning at line 14 on page 16 as follows:

The lower bracket 27 has a crossmember connecting portion 27a in the form of circular in section view that is fitted to the lower surface of the front end 21a of the first cross member 21 from the lower side, a connecting portion 27b of a lower surface of the frame extending in the a fore-and-aft direction and overlapping a lower surface 2c of the inner panel 2 from the lower side, a pair of connecting portions 27c of an inner surface of the frame bended at the front and rear ends of connecting portion 27b of a lower surface of the frame to extend and overlap the inner surface 2a, and a pair of flanges 27d ~~bended~~ bent at the upper edges of the connecting portion 27c of a lower surface of the frame to extend and overlap the flanges 26c of the upper bracket 26, and these are monolithically formed through a connecting portion 27e. The mounting hole 27f is perforated on the connecting portion 27b of a lower surface of the frame.

Please amend the second full paragraph on page 17 beginning at line 10 as follows:

The front end 21a of the first crossmember provided with the pipe connecting portion 25 is inserted into the inner panel 2 from the opening 2h formed on the inner surface 2a of the inner panel 2 to fit the pipe connecting portion 25 to the pipe 31 and simultaneously ~~welded~~ welding the pipe connecting portion 25 and the pipe 31 to each other.

Please amend the paragraph bridging pages 17-18 beginning at line 15 on page 17 as follows:

Subsequently, the crossmember connecting portion 26a and the frame connecting portion 26b of the upper bracket 26 are piled and fitted to the upper surface of the front end 21a of the first crossmember 21 and the upper surface 2b of the inner panel 2 from the upper side, respectively, and the ~~frame connecting portion 26b~~ crossmember connecting portion 26a is welded to the upper surface of the first crossmember 21 and simultaneously the frame connecting portion 26b is welded to the upper surface 2b of the inner panel 2. Similarly, the crossmember connecting portion 27a of the lower bracket 27, the connecting portion 27b of a lower surface of the frame, the connecting portion 27c of an inner surface of the frame and the flange 27d are piled and fitted to the lower surface of the front end 21a of the first crossmember 21, the lower surface 2c and the inner surface 2a of the inner panel 2 and the flange 26c of the upper bracket ~~27~~ 26 from the lower side, respectively, and the positioning of the mounting hole 27f and the mounting hole 2g perforated on the lower surface 2c of the inner panel 2 is made, and then the crossmember connecting portion 27a is welded to the lower surface of the first crossmember 21, the connecting portion 27b of a lower surface of the frame and the connecting portion 27c of an inner surface of the frame are welded to the lower surface 2c and inner surface 2a of the inner panel 2, respectively, and simultaneously the flange 26c of the upper bracket 26 and the flange 27d of the lower bracket 27 are welded to each other.

Please amend the first full paragraph on page 18 beginning at line 12 as follows:

Although detailed explanation is not described, similarly, the rear end 21b of the first crossmember 21 and the ~~frond~~ front end 22a and rear end 22b of the second crossmember 22 are connected to the inner panel 2, 6 of the rear side frames 1, 5 through the upper bracket 26 and lower bracket 27, respectively, and the pipe connecting portions welded to the rear end 21b, the front end 22a and the rear end 22b are welded to the pipe.

Please amend the second full paragraph on page 19 beginning at line 9 as follows:

A bushing 32 is provided with an outer pipe 32a and an inner pipe 32b to which are connected to various arm members of the suspension, elastic members 32c disposed between these pipes ~~and a bush 32 to which is connected to an inner pipe 32b,~~ and a pipe-shaped spacer

32d to which is connected to the inside of the inner pipe 32b and of which upper end is capable of fitting to a spacer fitting portion 31d. The bushing 32 is mounted on a lower surface of the rear side frame 1 by a mounting bolt 33 screwed to a screw mounting portion 31c which is inserted in the spacer 32d from the lower side to pass through a mounting hole 27f of the under bracket 27 and a mounting hole ~~27g~~ 2g of the lower surface 2c and is consequently formed in a through hole 31b of the pipe 31. Similarly, various arm members are supported on the rear end 21b of the first crossmember 21, the front end 22a and the rear end 22b of the second crossmember 22, and the connecting portion of the rear side frames 1, 5 by the structure for supporting a suspension, whereby rear suspensions for supporting rear wheels are mounted.

Please amend the first full paragraph on page 20 beginning at line 1 as follows:

By adopting the above-mentioned structure, load and vibration applied to the bushing 32 from the rear wheels through the suspensions during driving are transmitted to the pipe 31 from the bushing 32 through the mounting ~~volt~~ bolt 33 to be dispersed from the whole rear side frame 1. Simultaneously a part of the load and vibration is transmitted from the pipe 31 to the front end 21a of the first crossmember 21 and further transmitted from the rear end 21b to the other rear side frame 5 through the first crossmember, while the part is also dispersed from the intersecting portion 23 to the second crossmember 22, from the front end 22a of the second crossmember 22 to the rear side frame 5, and from the rear end 22b to the rear side frame 1, whereby it can be efficiently transmitted and dispersed throughout the rear portion of the body. Similarly, load and vibration applied from the suspensions are transmitted and dispersed to the rear end 21b of the first crossmember 21, the front end 22a and rear end 22b of the second crossmember 22 and the connecting portion of the rear side frames 1, 5 through the rear side frames 1, 5 and the first and second crossmembers 21, 22, whereby the load and vibration can be efficiently transmitted and dispersed throughout the rear portion of the body to ensure high stiffness for supporting the rear suspensions.

Please amend the first, second, and third full paragraphs on page 24 beginning at line 2 as follows:

Hence, the impact load P2 is dispersed from the right and left rear side frames 1, 5 and the first and second crossmembers ~~11~~ 21, 22 to the whole rear portion of the body to be efficiently absorbed by the whole rear portion.

Further, in case impact load P3 is applied from the side of the vehicle body to the vicinity of the connecting portion of the rear side frame 1 and the rear end ~~22a~~ 22b of the second crossmember 22, the impact load P3 is transmitted and dispersed to a wide area of the vehicle body in the fore-and-aft direction of the body through the rear side frame 1, and mainly dispersed and transmitted from the rear side frame 1 to the rear end ~~22a~~ 22b of the second crossmember 22.

In this case, the impact load applied to the rear end ~~22a~~ 22b of the second crossmember 22 is transmitted from the front end 22a of the second crossmember 22 to the other rear side frame 5 through the second crossmember 22, and simultaneously a part of the impact load is dispersed from the intersecting portion 23 to the rear area 21B of the first crossmember 21 and further transmitted from the rear end 21b of the rear area 21B to the rear side frame 5, whereby the part is dispersed and transmitted to the wide area of the rear side frame 5. Further, the part is dispersed to the front area 21A of the first crossmember 21 and further transmitted from the front end ~~22a~~ 21a to the rear side frame 1.

Please amend the paragraph bridging pages 24-25 beginning at line 23 on page 24 as follows:

Hence, the impact load P3 is dispersed from the right and left rear side frames 1, 5 and the first and second crossmembers ~~11~~ 21, 22 to the whole rear portion of the body to be efficiently absorbed by the whole rear portion.

Please amend the paragraph bridging pages 25-26 beginning at line 14 on page 25 as follows:

The impact load applied to the rear end 1a of the rear side frame 1 is dispersed and transmitted from the rear side frame 1 to the side sill to which the front area of the rear side frame 1 is connected and the rear end 22b of the second crossmember 22. The impact load applied to the rear end 22b is transmitted from the front end 22a of the second crossmember 22

to the rear side frame 5 through the second crossmember 22, and simultaneously a part of the impact load is dispersed from the intersecting portion 23 to the rear area 21B of the first crossmember and then dispersed from the rear end 21b of the rear area 21B to the rear side frame 5, whereby the impact load is dispersed and transmitted to the wide area of the rear side frame 5. The part of the impact load is also dispersed from the intersecting portion 23 to the front area 21A of the first crossmember 21, and then dispersed from the front end ~~22a~~ 21a of the front area 21A to the rear side frame 1.

Please amend the second full paragraph on page 26 beginning at line 18 as follows:

Hence, the impact load P4 is dispersed to the whole body through the right and left rear side frames 1, 5 and the first and second crossmembers ~~11~~ 21, 22 to be efficiently absorbed by the whole body.

Please amend the paragraph bridging pages 28-29 beginning at line 13 on page 28 as follows:

The impact load applied to the rear end 1a of the rear side frame 1 is dispersed and transmitted from the rear side frame 1 to the side sill to which the front portion of the rear side frame 1 is connected and the rear end 22b of the second crossmember 22. The impact load transmitted to the rear end 22b of the second crossmember 22 is transmitted from the front end 22a of the second crossmember 22 to the rear side frame 5 through the second crossmember 22, and simultaneously a part of the impact load is dispersed from the intersecting portion 23 to the rear area 21B of the first crossmember, and also transmitted from the rear end 21b to the rear side frame 5 whereby the impact load is transmitted to the wide area of the rear side frame 5. Also, the part is dispersed from the intersecting portion 23 to the front area 21A of the first crossmember 21 and then dispersed from the front end ~~22a~~ 21a to the rear side frame 1.

Please amend the first full paragraph on page 29 beginning at line 2 as follows:

On the other hand, the impact load applied to the rear end 5a of the rear side frame 5 is dispersed and transmitted from the rear side frame 5 to the side sill to which the front portion of the rear side frame 5 is connected and the rear end 21b of the first crossmember 21. The impact load transmitted to the rear end 21b of the ~~second~~ first crossmember 21 is transmitted from the

front end 21a of the first crossmember 21 to the rear side frame 1 through the ~~second~~ first crossmember 21, and simultaneously a part of the impact load is dispersed from the intersecting portion 23 to the rear area 22B of the ~~first~~ second crossmember 22, and also transmitted from the rear end 22b to the rear side frame 1 whereby the impact load is transmitted to the wide area of the rear side frame 1. Also, the part is dispersed from the intersecting portion 23 to the front area 22A of the second crossmember 22 and then dispersed from the front end 22a to the rear side frame 5. Hence, the impact load P5 is efficiently dispersed to the whole body through the right and left rear side frames 1, 5 and the first and second crossmembers ~~11~~ 21, 22 to be absorbed by the whole body.

Please amend the first full paragraph on page 36 beginning at line 8 as follows:

The connecting portion of the front end 41a of the first crossmember and the rear side frame 1 is performed, as shown in Fig. 11 illustrating a exploded perspective view of the crossmember, as follows: Fitting parts 41d in which the ~~inter~~ inner panel 2 of the rear side frame 1 is fitted are formed on the front surface and rear surface of the front end 41a of the first crossmember 41, and the flanges 41e, 41f formed on the upper surface and lower surface of the front end 41a are welded to the upper surface 2b and lower surface 2c of the inner panel 2 to connect the front end 41a of the first crossmember 41 to the rear side frame 1. Similarly, the rear end 41b of the first crossmember 41, the front end 42a and rear end 42b of the second crossmember 42 and the rear side frames 1, 5 are also connected one another in the same manner as above.

Please amend the third full paragraph on page 38 beginning at line 17 as follows:

The crossmember 50 is made up of a front crossmember 53 monolithically formed from a front area 51A of a first crossmember 51 and a front area 52A of a second crossmember 52, a rear crossmember 57 monolithically formed from a rear area 51B of a first crossmember 51 and a rear area 52B of a ~~first~~ second crossmember 52, and a connecting member 61 for connecting the front crossmember 53 and the rear crossmember 57.

Please amend the paragraph bridging pages 38-39 beginning at line 23 on page 38 as follows:

The front crossmember 53 is composed of a bottom surface 54, a front surface 55 and a rear surface 56 and is in the form of "U" in section view, the front crossmember 53 extending approximately in the width direction of the body to be opened upward. Flanges 55a, 56a, which connect to a under surface of the floor panel, are formed on the upper edges of the front surface 55 by bending and the rear surface 56, a flange 54b, which connects to a under surface 2c of the rear side frame 1 in the vicinity of the portion for mounting a suspension, is formed on one end of the bottom surface 54, and flanges 55b, 56b, which connect to the inner surface 2a of the rear side frame 1, are formed on one end of the front surface 55 and one end of the rear surface 56 by bending. Similarly, a flange 54c, which connects to a under surface 6c of the rear side frame 5 in the vicinity of the portion for mounting a suspension, is formed on the other end of the bottom surface 54, and flanges 55c, 56c, which connect to the inner surface 6a of the rear side frame 1, are formed on the other ends of the front surface 55 and the rear surface 56 by bending. This front crossmember 53 has a central portion 53A positioned on a central portion in the width direction of the body and extending in the width direction, a linear front area 51A shifting to the front side of the body with moving from the central portion 53A to the rear side frame 1, and a linear front area 52A shifting to the front side of the body with moving from the central portion ~~54A~~ 53A to the rear side frame 5.

Please amend the paragraph bridging pages 39-40 beginning at line 21 on page 39 as follows:

On the other hand, the ~~front~~ rear crossmember 57 is composed of a bottom surface 58, a front surface 59 and a rear surface 60 and is in the form of "U" in section view, the ~~front~~ rear crossmember 57 extending approximately in the width direction of the body to be opened upward. Flanges 59a, 60a, which connect to a under surface of the floor panel, are formed on the upper edges of the front surface 59 and the rear surface 60 by bending, a flange 58b, which connects to an under surface 2c of the rear side frame 1 in the vicinity of the portion for mounting a suspension, is formed on one end of the bottom surface 58, and flanges 59b, 60b, which connect to the inner surface 2a of the rear side frame 1, are formed on one end of the front surface 59 and one end of the rear surface 60 by bending. Similarly, a flange 58c, which

connects to a under surface 6c of the rear side frame 5 in the vicinity of the portion for mounting a suspension, is formed on the other end of the bottom surface 58, and flanges 59c, 60c, which connect to the inner surface 6a of the rear side frame ~~1~~ 5, are bent and formed on the other end of the front surface 59 and the other end of the rear surface 60 by bending. This rear crossmember 57 has a central portion 57A positioned on a central portion of the body in the width direction and extending in the width direction, a linear rear area 52B shifting to the ~~front~~ rear side of the body with moving from the central portion 57A to the rear side frame 1, and a linear rear area 51B shifting to the ~~front~~ rear side of the body with moving from the central portion 57A to the rear side frame 5.

Please amend the first full paragraph on page 41 beginning at line 2 as follows:

The front crossmember 53 and the rear crossmember 57 are monolithically combined with each other, as shown in Fig. 15 illustrating the perspective view, by putting the base portion 62 of the connecting member 61 on both of the bottom surface 54 of the front crossmember 53 and the bottom surface 58 of the rear crossmember ~~58~~ 57 and welding them, and simultaneously welding the flange 63, 64 to the corresponding portions of the rear surface 56 of the front crossmember 53 and the front surface 59 of the rear crossmember 57. By this connection (bonding), the front area 51A of the front crossmember 53 and the rear area ~~52B~~ 51B of the rear crossmember 57 extend continuously and linearly to form an approximate linear first crossmember 51, and simultaneously the front area ~~52B~~ 52A of the front crossmember 53 and the rear area 51B of the rear crossmember 57 extend continuously and linearly to form an approximate linear second crossmember ~~51~~ 52, whereby a crossmember 50 in the form of approximate "X" in plan view, in which the first crossmember 51 and the second crossmember 52 are intersected each other, can be formed.

Please amend the paragraph bridging pages 41-42 beginning at line 18 on page 41 as follows:

In the resultant crossmember, the flanges 55a, 56a of the front crossmember 53 and the flanges 59a, 60a of the rear crossmember 57 are welded to the floor panel between the right and left crossmembers 1 and 5 to form a hollow having closed cross section which consists of the front crossmember 53 and the floor panel and which continuously extends along the central

portion 53A and the front areas 51A and 52A of the crossmember ~~57~~ 53, and to simultaneously form a hollow having closed cross section which continuously extends along the central portion 57A and the rear areas 51B and 52B.

Please amend the paragraph bridging pages 42-43 beginning at line 14 on page 42 as follows:

Further, the flange 58b formed on one end of the bottom surface 58 of the rear crossmember 57 is welded to the lower surface 2c of the rear side frame 1, and the flanges 59b, 60b are welded to the inner surface 2a of the rear side frame 1, whereby the rear end 52a of the rear area 52B of the rear crossmember 57 is connected to the rear side frame 1 in the vicinity of a structure (portion) for mounting a suspension. Similarly, the flanges 58c, 59c, 60c formed on one end of the bottom surface 58, front surface ~~29~~ 59 and rear surface 60 of the other rear crossmember 57 respectively are welded to the lower surfaces 6c and inner surface 6a of the other rear side frame 5, whereby the ~~front end 52b of the front~~ rear end 51b of the rear area 51B of the rear crossmember 57 is connected to the rear side frame 5 in the vicinity of a structure (portion) for mounting a suspension.

Please amend the first full paragraph on page 44 beginning at line 4 as follows:

Further, the front end 51a of the first crossmember 51 is extended to the lower end of C-pillar 13, similarly, the rear end ~~52b~~ 51b to the lower end of the D-pillar 16, the front end 52a of the second crossmember 52 to the lower end of the C-pillar 14, and the rear end 52b to the lower end of the D-pillar 15, respectively, whereby connecting stiffness between the front end 51a of the first crossmember 51 and C-pillar 13, that between the rear end 52b and D-pillar 16, that between the front end 52a of the second crossmember 52 and C-pillar 14 and that between the rear end ~~52b~~ 51b and D-pillar 15, are enhanced to further improve the stiffness of the rear portion of the body and simultaneously it is also possible that the impact load applied from the side or the back side of the body is transmitted to the side and the upper side of the body through C-pillars 13, 14 and D-pillars 15, 16 to be efficiently dispersed to the whole body.